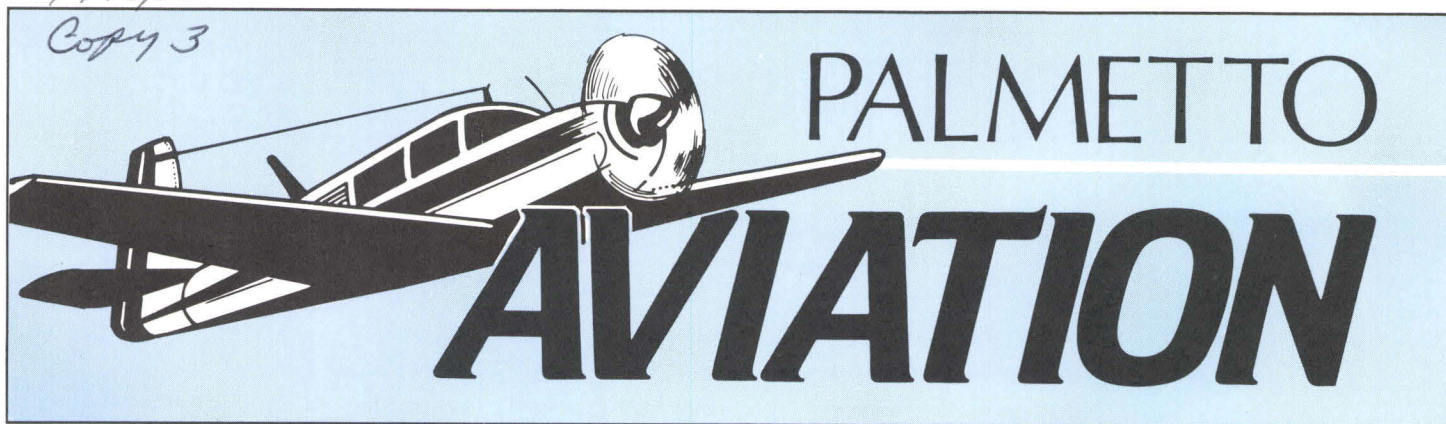


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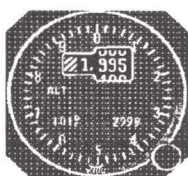
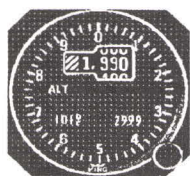
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Volume 42, Number 10

Published by the S.C. Aeronautics Commission

October, 1990



Approaching 2000 Aviation in the '90s

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OCT 22 1990

STATE DOCUMENTS

S.C. Airports Conference Gears Up

Time is slipping up on the 1990 South Carolina Airports Conference.

The 13th Annual Conference is slated for November 13-16, Radisson Resort in Kingston Plantation, Myrtle Beach.

The Tuesday through Friday conference will feature some interesting and entertaining people who will inform and delight you with their knowledge of aviation and humorous anecdotes.

This year's conference is shaping up to the best ever.

This year's conference will offer more of what you need to know about aviation and airports including an entire afternoon featuring the FAA's program on airport safety. You will learn about how new regulations concerning airports affect your county airport, whether your airport has one based airplane or 50 corporate aircraft. The FAA will guide you through

sessions created to answer your nagging questions on current airport guidelines.

Other portions will deal with how the relationships between airport consultants, sponsors, and the state and federal government.

On the informative side, airport engineers from Wilbur Smith Associates will present their report on the Economic Impact of Aviation in South Carolina.

See Airports Conference, Page 6.

New Hangars Opened At Columbia Owens Downtown

In the late 1920's, it began, as a small airport just out of town. It was named after the current mayor of Columbia, L.B. Owens. The principle user at until 1942 was the military who used it as a training facility. In the early 1970's, many wanted to abandon the airport and use the land for industrial park development. However, aviation and the airport continued to grow.

The 1980's saw many improvements, such as runway and terminal developments.

See Columbia Owens, Page 6.



Members of the Richland County Council and the Richland County Airport Commission cut the ribbon for the new hangar facility at Columbia Owens Downtown Airport.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Helen F. Munnerlyn
Editor

AM Weather Program Gone But Not For Long

Have you been missing AM Weather on your local public television station?

Don't be alarmed, SCETV has taken the program off the air for a while.

However, because a number of you called SCETV and the Public Information Office to voice your concern, the show will be back on SCETV December 3 at 6:45 a.m.

A number of avid "Palmetto Aviation" readers called ETV recently voicing their concern of having AM Weather taken off the air so abruptly the week of September 17. Their pleas were heard by the programming department of SCETV and after hearing the comments from aviators, Jesse Bowers, Vice President for Pro-

gramming said, "We took AM Weather off the air because it was not serving the need, but now we realize it was serving the needs of this particular group.... We certainly don't want to take something off if it fills a particular purpose...It's good news, we were able to keep everybody happy this time (the children's programming and the weather show)."

So don't call SCETV and complain about not having your favorite aviation weather show cancelled.

It will be back December 3.

When you make your annual donation to SCETV be certain to write on your pledge card you watch AM Weather.

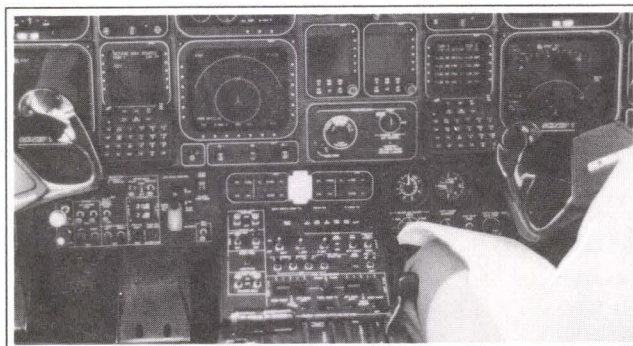
The program may be up for review again soon.

Starship Lands in Columbia



A Beechcraft Starship (I) landed in Columbia recently to display its unique features, including moving canard wings and winglets.

The Starship cockpit shows off its space-age control panel including an EFIS, an electronic flying instrument system, and an EICAS, an engine indicating crew alerting system.



South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228. Phone: (803) 822-5400, or 1-800-922-0574.

Donaldson Center Approved for State Funds



At left, Commissioner Charles Appleby of the 6th District emphasizes a point during the regular commission meeting.

Donaldson Center received funding for a project at the State Aeronautics Commission meeting in Moncks Corner.

The Aeronautics Commission held their regular monthly meeting, Wednesday, September 12, in Moncks Corner where commissioners approved \$11,161.00 in state funds for an airport project on.

When completed, this project will generate \$223,222 in total fund-

ing costs when combined with federal grants.

The Donaldson Center project was approved to update their airport layout plan, to install medium intensity taxiway lighting and for precision approach path indicators, which are navigational devices.

This project has been allocated \$200,900 from the Federal Aviation Administration for their 90% share.

Beacons Shine For S.C. Airports

Nineteen airports will receive new or refurbished beacons in the coming year thanks to a new program initiated by the Aeronautics Commission and the Federal Aviation Administration.

The statewide airport beacon project involves equipping selected airports with 36 inch beacons. SC Aeronautics is hopeful those airports in need which were not selected will be allocated funds next year for beacons.

Of the 19 airports chosen, 11 airports will receive refurbished 36" rotating beacons on existing towers. The remaining eight airports will receive a new 36" beacon, four on existing towers and four on new 51 ft. tubular beacon towers.

The beacon project will be funded 90% by the FAA, \$288,398. The airport sponsor and the state will pay 5% each, \$14,420.

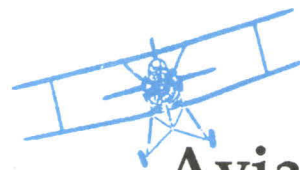
Beacons in these airports will

enhance safety by making the airport easier to locate during inclement weather. In addition, the new beacons will reduce electrical and maintenance costs.

The entire project, according to engineering reports, should be completed in eight months and is scheduled to begin this month.

The airports slated for new beacons are Beaufort County, Berkeley County, Conway-Horry County, Donaldson Center, Dorchester County, Greenwood County, Pelion Corporate and Clarendon County.

Airports getting refurbished beacons are Aiken Municipal, Clemson-Oconee County, Fairfield County, Georgetown County, Grand Strand, Greenville Downtown, Lancaster County, Pickens County, Rock Hill/Bryant Field, Spartanburg Downtown and Waltherboro Municipal.



Aviation Calendar

October 7

Breakfast Club
Woodward Field
Camden

October 14

Breakfast Club
Spartanburg Downtown

October 21

Breakfast Club
Benefit for B-25
Columbia Owens-
Downtown Airport

October 28

Breakfast Club
Orangeburg Airport

November 1-3

Oink Feast Fly-in &
Barbeque
Bamberg County Airport

November 4

Breakfast Club
East Cooper Airport

November 11

Breakfast Club
Sumter County Airport

November 25

Breakfast Club
Huggins Airpark
Timmonsville, SC

November 13-16

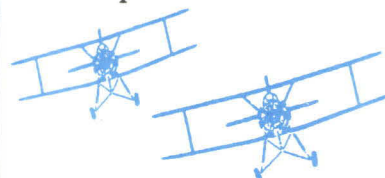
SC Airports Conference
Radisson Resort
Kingston Plantation
1-803- 449-0006

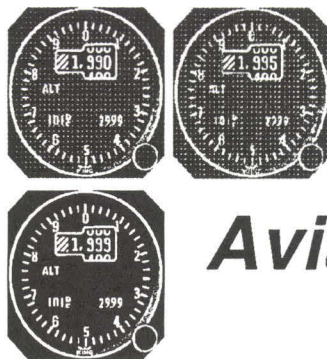
December 9

Breakfast Club
Open Date

December 23

Breakfast Club
Open Date





Approaching 2000

Aviation in the '90s

Continued from Page 1

The Economic Impact of Aviation report is one of the most significant impact studies made on the state. The Economic Impact study will be used as a reference guide for development in the state and will be used extensively as a recruitment tool for the chamber of commerce and for future economic growth.

During the session, Wilbur Smith Associates will explain how they conducted the study and a question and answer period will follow to give each airport a chance to ask about their particular airport or county.

Each airport will get a report at the conference which reflects the economic impact aviation has on their community's economy.

On the lighter side is Ralph Hood, speaking at our Thursday luncheon. Many of you have heard Hood at various national conventions.

Hood, a columnist and humor-

ist from FBO Magazine, will trick us into laughter with his down-home Southern-style humor. His style of humor appeals to everyone, not just those involved with airports and aircraft. He's the cure for boring seminars.

On Wednesday afternoon, we will have a guide lead us through the local terrain showing us new ways to see nature on a personal scale. We will see nature up close like wildflowers, insects, birds and geological formations. Bring your walking stick and wear comfortable shoes for the walk. Sign up early for his Nature Walk since it is limited to the first 50 people.

In addition to all that's new to the conference, there are a lot of old favorites which always inform. There will be a session with Airport Managers, FBOs, and Commissioners for your old annoyances and new problems. As in years past, there will be a FAA Listening Session with Cas Castleberry, the Southern Region Administrator

and Sam Austin, the FAA's Airports District Manager, also there will be a full complement of state Aeronautics personnel to answer your questions and complaints.

For the spouses who attend this year's conference, a trip is planned for Thursday to "shop till you drop" at Barefoot Landing shopping center.

Of course, what Airports Conference would be complete without the annual seafood extravaganza? This year the seafood banquet will be at Marker 350 Restaurant with plenty of libations. As usual, bus transportation will be provided so everyone gets home safely.

Registration for this year's conference is \$125 per registrant. Spouse rate is \$70 and includes a shopping trip on Thursday and the seafood bash. Be certain you register for the conference EARLY. ****Registration after November 5 is \$150 per registrant and \$80 per spouse. ** Don't let this deadline pass you by.**

Registration Costs

Registration fee is \$125 per participant. If, however, you arrive on Wednesday afternoon, the registration fee is \$100. Spouses fee of \$70 includes shopping trip, lunch, breaks, socials and seafood bash. Registration fees cover conference costs, including most meals, refreshment breaks, cocktail parties and the seafood bash.

****Registration after November 5 is \$150 per registrant and \$80 per spouse. ** Don't Miss this DEADLINE!!**

For a complete itemization on costs call Airport Development, 1-800-922-0574.

Please make checks payable to: SC Airports Conference, Attn: Dee Vickery, P.O. Box 280068, Columbia, S.C. 29228.

Hotel Costs

S.C. Airports Conference November 13-16, 1990, at the Radisson Resort Hotel at Kingston Plantation in N. Myrtle Beach. A block of rooms, all fully-equipped suites, has been reserved at \$65 a night double or single occupancy. **Reservations (deadline--October 13) should be made directly to the Radisson at (803) 449-0006.**

13th Annual S.C. Airports Conference

Tuesday, November 13

2 p.m. - 8 p.m. Exhibits

2 p.m. - 6:30 Early Bird
Registration

6:30 - 8 p.m. Horry County
Reception
Dinner on your own

Wednesday, November 14

8 - 4 p.m. Registration

7:45 - 8:45 a.m. Breakfast-
sponsored by Columbia Metro
Airport

9 - 9:30 a.m. Opening Session:
Chairman Jim Hamilton
Invocation - Rev. W.J. Baxter
Official Welcome - Rep. Ken
Corbitt of Myrtle Beach
Introduction of Dignitaries,
Guests, FAA & SCAC Staff
Introduction of Vendors
& Sponsors

9:30 - 10:15 **Congressional
Overview**
Steve Bassett, AOPA
Jeffrey Gilley, AOPA

10:15 a.m. Break -
sponsored by Hilton Head
Air Service

10:30 **FBO, Airport Mangers,
Airport Commissioners
Panel Discussion**
Joe Frasher
Greenville Downtown
Jim Friar
Dorchester Airport
Todd Crawford
Myrtle Beach Jetport
Tom Fisher
Laurens Airport
Ksena Stone
Bryant Field

11:15 **Environmental Issues for
Aviation**
Tom Kohlsaas,
Heritage Trust Program
Wildlife & Marine
Resources

Noon Lunch:
**National Transportation Policy:
What it means for S.C. Aviators**
Cas Castleberry,
FAA Southern Region
Administrator

1:30 p.m. Golf Possum Trot
1:30 p.m. Nature Walk —
Tom Kohlsaas
6 - 7:30 Sponsor's
Reception
Dinner on your own

Thursday, November 15

Exhibits all day

7:30 a.m. Breakfast-
sponsored by Greenville-
Spartanburg Airport

9:30 Shopping trip
departs
8:30 a.m. General Session:
**Working together:
The relationship between
consultants, sponsors and state
& federal governments**
Reid Bull and Steve Smith,
Wilbur Smith Associates

9:30 - 10:30
**FAA/State Listening
Session —**
FAA Update on federal programs
Cas Castleberry
Sam Austin, FAA ADO
Steve Brill, FAA

10:30 Break — sponsored by
Pee Dee Aviation Authority

10:45 - 11:45 **Aviation Legal
Issues --**
Are there any answers?
Kathleen Yodice,
FAA Washington
George Kosko, esq.

Noon Lunch
Ralph Hood, Humorist
FBO Magazine

1:30 - 5 p.m.
**FAA Airport Safety
Session**
Roger Hall, FAA

1:30 - 5 p.m.
**NASAO State Directors Meeting
— ARUNDEL ROOM**

7:30 p.m. **Seafood Bash**
Marker 350 Restaurant

Friday, November 16

exhibits 7:30 - 12:30 p.m.

7:30 a.m. Breakfast - sponsored by
Charleston Aviation Authority

8:45 - 10 a.m. General Session:
S.C. Economic Impact Report
Bob Zuelsdorf,
Wilbur Smith Associates

10:45 **Distribution of
S.C. Economic Impact
Reports to Airports and
Counties**

11 a.m. **How to best use the
Aviation Economic
Impact Report**
Questions and Answers
Mini-Grand Prize

Noon Closing Remarks
**Grand Prize Drawing: Will You
Be the Winner?**

Columbia Owens Downtown Opens New Hangars

Continued from Page 1

Today, however, more improvements are obvious. Recently completed is a new hangar facility to allow even more users to enjoy the benefits of the airport. It was in a ribbon cutting ceremony September 13, 1990 that these facilities were dedicated.

A crowd of more than 100, including members of the South Carolina Aeronautics Commission, the Richland County Airport Commission and Columbia Mayor Bob Coble were on hand to dedicated the hangars. Before the ceremonies, the attendee's had a chance to view aircraft displayed by the Richland County Sheriff's Office and Palmetto Sports Aviation. As well, a B-25 currently on display at Columbia Owens was out for public view.

The crowd heard from Robert Cuzzort, Chairman of the Richland County Airport Commission about how the Commission had worked with Columbia Owens in the development of the facilities.



Columbia Mayor Coble offered his support for the airport and thanked the airport for serving the people of Columbia.

Jim Hamilton, South Carolina Aeronautics Commission Chairman and Manager of Columbia Owens then talked about the airport. "When I came here 28 years ago, there were five aircraft based here, now there are 119," he said. And, in the near future, there will be installed an instrument landing system (ILS) at the airport, he said.

Following a few remarks on the

Jimmy Bales, Chairman of the Richland County Council (l), lauded the airport on its growth and development, as did Robert Cuzzort, Chairman of the Airport Commission (below).



growth of the airport by Jimmy C. Bales, Chairman of the Richland County Council, the ribbon was cut officially dedicating the hangars.

The addition of the new hangars, which have 36 bays, will allow Columbia Owens to better serve the people of Columbia and the South Carolina midlands.

Hawthorne Opens New FBO at Dulles

Charleston based Hawthorne Aircraft Centers opened its new fixed base operations at Washington Dulles International Airport on August 31. The facility which will provide fueling, storage and maintenance for corporate aircraft has been under construction since spring of 1989.

Completion of this 13,000-square-foot terminal and attached 18,000-sq. ft. hangar mark the completion of the first of three phases of the total project. Also included in Phase I is an eight acre aircraft ramp, a 100,000 gallon fuel storage facility and a 200 space auto parking lot. "This is the important phase," said Haw-

thorne president, Dean Harton. "It puts us in business on the airport so we can begin to serve our new customers."

Hawthorne began initial work on this project in 1986 when it submitted a proposal in response to a solicitation for a second fixed base operator on the airport.

Phase II of the project will include 40,000 sq. ft. of additional hangars and 10,000 sq. ft. of leaseable office space which will complete the buildout of an initial 15 acre tract. Construction is expected to begin in early 1991.

Phase III construction has already begun in an adjacent 15 acre tract and includes 140,000 sq. ft. of

offices and hangars which will be leased to three Fortune 500 companies. Phase III is scheduled for completion in 1991.

The new terminal lobby sports a unique decor. "We wanted to create a country club atmosphere here instead of the glass and chrome 'people mover' environment so often seen in today's FBOs," said Harton. "Our emphasis is on service and quality and we wanted the decor to reflect that."

Hawthorne and its affiliate companies have six aviation operations plus are involved in Federal and State level service contracting, research and development, finance and real estate.

FYI From the FAA

Airports Without Control Towers Have Special Operating Practices

The following Advisory Circular contains good operating practices for use when approaching or departing airports without an operating control tower and airports with towers operating part time. AC Number: 90-42F. This AC has been updated to include changes in radio frequencies and phraseology. As a result, Advisory Circular 90-42E has been cancelled.

The following AC's also contain information applicable to operations at such uncontrolled towers.

AC 90-66, Recommended Standard Traffic Patterns for Aircraft Operations at Airports Without Operating Control Towers.

AC 150/5240-27A, Air-to-Ground Radio Control of Airport Lighting Systems.

DISCUSSION

In the interest of promoting safety, the Federal Aviation Administration, through its Airman's Information Manual, Airport Facility Directory, Advisory Circular and other publications provides frequency information, good operating practices and procedures for pilots to use when operating to and from an airport without an operating control tower.

There is no substitute for awareness while in the vicinity of an airport. It is essential that pilots remain alert and look for other traffic and exchange traffic information when approaching or departing an airport without the services of an operating control tower. This is of particular importance since other aircraft may not have communication capability or, in some cases, pilots may not communicate their presence or intentions when operating into or out of such airports.

To achieve the greatest degree of safety, it is essential that all radio-equipped aircraft transmit/receive on a common frequency identified for the

purpose of airport advisories.

The key to communicating at an airport without an operating control tower is selection of the correct common frequency. The CTAF for each airport without an operating control tower is published in appropriate aeronautical information publications. The CATF for a particular airport can also be obtained by contacting any FSS. Use of the appropriate CTAF, combined with visual alertness and application of the following recommended good operating practices, will enhance safety of flights into and out of all such airports.

There are two ways for pilots to communicate their intentions and obtain airport/traffic information when operating at an airport that does not have an operating tower: by communicating with an FSS that is providing airport advisories on a CTAF or by making a self-announced broadcast on the CTAF.

RECOMMENDED TRAFFIC ADVISORY PRACTICES.

All inbound traffic should continuously monitor and communicate, as appropriate, on the designated CTAF from a point 10 miles from the airport until clear of the movement area. Departing aircraft should continuously monitor/communicate the appropriate frequency from startup, during taxi and until 10 miles from the airport unless the Federal Aviation Regulations or local procedure require otherwise.

AIRPORT ADVISORY SERVICE (AAS) PROVIDED BY AN FSS.

An FSS physically located on an airport may provide airport advisory service (AAS) at an airport that does not have a control tower or where a tower is operated on a part time basis and the tower is not in operation. The CATF's for FSS's which provide this service are published in appropriate aeronautical publications.

An FSS AAS provides pilots with wind direction and velocity, favored or designated runway, altimeter setting, known traffic, Notices to Airman, airport taxi routes, airport pattern and instrument approach procedures information. Pilots may receive some or all of these elements depending on the current traffic situation. Some airport managers have specified that under certain wind conditions, designated runways are used. Therefore, pilots should advise the FSS of the runway they intend to use. It is important to note that not all aircraft in the vicinity of an airport may be in communication with the FSS.

In communicating with an FSS on CATF, establish two-way communications before transmitting outbound/inbound intentions or information. Inbound aircraft should initiate contact approximately 10 miles from the airport. Inbounds should report altitude, aircraft type and location relative to the airport; should indicate whether landing or overflight; and should request airport advisory. Departing aircraft should, as soon as practicable after departure, contact the FSS and state the aircraft type, full identification number, type of flight planned; i.e., visual flight rules (VFR) or instrument flight rules (IFR), the planned destination or direction of flight and the requested services desired. Pilots should report before taxiing, before entering the movement area and before taxiing onto the runway for departure. If communication with a UNICOM is necessary, pilots should do so before the movement area of on a separate transceiver. It is essential that aircraft continuously monitor the CATF within the specified area.

For the complete Advisory Circular No. 90-42F, contact your local Flight Standards District Office or SCAC.



**SOUTH CAROLINA
AERONAUTICS COMMISSION**
P.O. Drawer 280068
Columbia, SC 29228

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This Month...

Inside Palmetto Aviation

- Beacon Project Lights the Way
- Columbia Owens Downtown Opens Hangars
- Time Slips Up for Airport Conference

... and much, much more!

Employees Receive 40-year & 10-year Service Awards

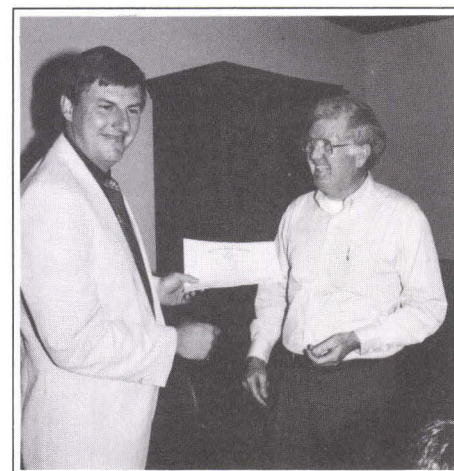
When Harry S Truman was president, Sammie Howard began working for the S.C. Aeronautics Commission. Truman only served two terms, but Howard has served for more than 40 years as a tradesman.

Howard enjoys his work cutting grass and doing small maintenance repairs at airports even after 40 years. He was awarded a special framed certificate and a diamond and amethyst South Carolina pin for his outstanding service to the state.

Paul Werts also received a service award for his work as an airport planner in the Airport Develop-

ment Section.

Werts was awarded a 10-year South Carolina pin and a certificate for his service to the state.



Sammie Howard (l), and Paul Werts, (above), receive personnel awards for their service to the state from Chairman Jim Hamilton.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.